



Joseph P. Bort MetroCenter
 101 Eighth Street
 Oakland, CA 94607-4700
 TEL 510.817.5700
 TDD/TTY 510.817.5769
 FAX 510.817.7848
 E-MAIL info@mtc.ca.gov
 WEB www.mtc.ca.gov

Memorandum

TO: BATA Oversight Committee

DATE: January 5, 2011

FR: Executive Director

RE: Quarterly Update on Impact of Toll Increase on State-owned Bridges

At the Committee's meeting on January 12, 2011, BATA and UC Berkeley staff will present an update on the traffic and revenue impacts of the toll increase on the state-owned bridges that was effective July 1, 2010.

In June 2010, BATA contracted with UC Berkeley academic staff to conduct a comprehensive and independent analysis of the impacts of the toll increase. UC Berkeley staff has recently completed surveys of bridge commuters and held initial sets of focus groups with motorists to gather feedback about their travel patterns and attitudes in regards to the toll increase. The data from the surveys and focus groups are currently being analyzed and the findings will be provided at the Committee meeting. UC Berkeley staff will be continuing to review traffic and economic data and motorist information over the next several months and provide a full report on the impacts of the toll increase in Summer 2011.

Staff is also continuing to track the traffic volumes and toll revenues on the bridges, including the impacts of congestion pricing on the San Francisco-Oakland Bay Bridge (SFOBB). A few highlights of this data include:

- For July through October 2010, the number of vehicles in the carpool lanes on all of the bridges is lower than the period prior to the toll increase by an average of about 11,000 daily vehicles, and the number of vehicles in the full fare (cash and FasTrak[®]) lanes is higher than the same time period a year ago by about 5,000 daily vehicles.
- Following implementation of congestion pricing on SFOBB, traffic volumes have continued to increase on the edges of the morning peak period (e.g., from 4:00 a.m. to 5:00 a.m. and from 10:00 a.m. to 11:00 a.m.) and continued to decrease during the peak hours. For the first half of FY 2010-11, average maximum travel delays during the morning commute are about 15 percent lower than comparable time periods in 2009.

- For the first half of FY 2010-11, new toll revenue generations as a result of the toll increase continue to closely track budget estimates.

Steve Heminger

SH:ll